



**US Army Corps
of Engineers.**

Nashville District

Public Notice

Public Notice No. 05-87

Date: 19 October 2005

Application No. 2005-00733

Expires: 19 November 2005

Please address all comments to:
Nashville District Corps of Engineers, Regulatory Branch
(Attn: Kathleen J. Kuna)
3701 Bell Road, Nashville, TN 37214
kathleen.j.kuna@usace.army.mil

JOINT PUBLIC NOTICE
US ARMY CORPS OF ENGINEERS
TENNESSEE VALLEY AUTHORITY
AND
STATE OF MISSISSIPPI

SUBJECT: Proposed Harbor Limits, Marina Slips with Floating Wave Break, Fuel Dock, Villa Mooring Dock, Boat Ramp, Dredging, Retaining Wall and Bulkhead for a Boat Lift Dry Stack Storage Facility and Associated Upland Development (Pickwick Pines Resort & Marina) at Tennessee-Tombigbee Waterway (TTW) Mile 448.4LB, (Yellow Creek) at Tennessee River Mile 215LB, Pickwick Lake, Tishomingo County, Mississippi. TVA RLR# 169384.

TO ALL CONCERNED: The application described below has been submitted for a Department of the Army Permit pursuant to **Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (CWA) and Section 26a of the TVA Act**. Before a permit can be issued, certification must be provided by the Mississippi Department of Environmental Quality, pursuant to Section 401(a) (1) of the CWA, that applicable water quality standards will not be violated. By copy of this notice, the applicant hereby applies for the required certification.

APPLICANT: **Pickwick Pines Marina, Inc.**
11 Ashley Avenue
Iuka, MS 38852

Agent: Rodney Lucas Phone: 662-279-0676

LOCATION: Tennessee-Tombigbee Waterway (TTW) Mile 448.4LB, (Yellow Creek Mile 3.0 LB); a tributary of the Tennessee River at Mile 215LB, Pickwick Lake, Tishomingo County, Mississippi. TVA Tract XPR-460RE - RLR No.169384. USGS Yellow Creek Quadrangle Map; Latitude 34° 48' 54" N, Longitude 88° 14' 44" W.

DESCRIPTION OF PROPOSED WORK: The applicant proposes to develop approximately 31-acres of TVA land, Tract No. XPR-460RE through a commercial recreation easement. TVA would establish harbor limits for the proposed marina. The development would be called Pickwick Pines Marina. A portion of the property was once operated as a roadside park by the MS. Department of Transportation however; this use was discontinued in 2000. The remaining portion was allocated for Forest Management and Navigation. Plans for the upland property include the construction of roads, a 12' paved trail, residential villas, a marina store, restaurant with a 12' wide timber deck, a pool, golf cart storage and a dry stack boat storage facility. The commercial water use facilities include construction of a 185 slip marina in three sections, one fuel dock, a 15 slip villa dock, one boat ramp, and dry stack dock and bulkhead.

The proposed activity would require the dredging of approximately 26,000 cubic yards (CY) of lake bottom materials from below the 414 NSP Elevation at the following two locations:

Area 1: 165,400 SF for access to and around the fuel dock and dry stack dock.

Area 2: 9,950 SF for restaurant deck and access
Dredging would be required to maintain a 6-foot water depth at NWP. All dredging would be performed using a cutterhead suction dredge. Materials would be piped to a temporary settling pond, which would be stabilized to prevent re-entry of material into the lake. Once the material has dried sufficiently it would be transported by truck to a final disposal area and stabilized.

The proposed activity would also require the discharge of approximately 155 CY of fill material below the NSP level of 409 for a dry stack storage access bulkhead and service boat launching ramp: A dry stack storage building would be connected to a 30' x 40' x 14' high dry stack bulkhead with a top elevation of 416 which would extend approximately 10- feet into the water from the shoreline for loading and unloading boats for storage.. The bulkhead would be constructed using a coffer dam system to temporarily dam and drain the construction area to ensure that no construction will be accomplished under water. A 6'W x 100'L dock for boats awaiting storage would be constructed along the shoreline adjacent to the bulkhead. The dock would be a floating dock on telescoping poles with the ramp pinned to a bulkhead above the 414 elevation. The 12'W ramp would be located adjacent to the bulkhead and would be constructed during the same time interval as the bulkhead, using the same coffer dam. The ramp would extend to an elevation of 406 or three feet below winter pool. This ramp would be used for emergency situations or for an inoperative boat in the water. There would be no private or public use of the ramp. To accommodate the boat lift, a 300'W x 70'L area along the NSP shoreline would be dredged to bottom Elevation.

The Tishomingo County Development Foundation (TCDF) requested a 40-year commercial recreation easement for 31 acres of TVA land

on Pickwick Reservoir. They proposed to develop the site for a marina, restaurant, rental cabins, etc. TVA prepared and Environmental Assessment (EA) to assess the environmental impacts of the project. In 2000, a Finding of No Significant Impact (FONSI) was issued for the project. Pickwick Pines has recently leased the property from TCDF for completion of the project. In September of 2005 TVA received the final plans for the marina which is now being reviewed under Section 26a of the TVA Act.

The proposed marina would be constructed according to the TVA Clean Marina Standards. All slips 40 feet and larger would provide in-slip pump-out in accordance with R.S. Guideline 4.5.3 - Marina Sewage Pump-out Stations and Holding Tanks. All docks would have water, electrical and sewer service. Water cutoffs and electrical disconnects would be located above Elevation 423. All sewer lines would have shutoffs and check valves. The ramps to the docks would be pinned to bulkheads installed above Normal Summer Pool Elevation 414. The docks would be floating secured by telescoping poles and not directly attached to the ramps/shore. Potential impacts to navigation include but are not limited to increased recreational boat traffic and other safety issues, increased use of existing federal mooring facilities and increased costs.

The fuel dock would have pump-out facilities in accordance with R.S. Guidelines 4.5.3 - Marina Sewage Pump-out Stations and Holding Tanks. Fuel tanks as shown on drawings would be constructed in accordance with R.S. Guidelines 4.5.5 Storage Tanks (USTS and ASTS). All fuel lines shall be flex piping with cutoffs installed. Adjacent to the restaurant would be a 12-foot wide timber deck constructed for seating. The deck would be connected constructed on 6"x 6" treated wood pilings. A residential villa area would include private villas, a pool, and a dock for villa residents use. The dock would be a floating dock secured by telescoping poles and not attached to the shore. The access ramp will be pinned to a bulkhead above the 414 elevation.

Plans of the proposed work are attached to this notice.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs,

considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

An Environmental Assessment will be prepared by this office prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

The National Register of Historic Places has been consulted and no properties listed in or eligible for the National Register are known which would be affected by the proposed work. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the office of the State Historic Preservation Officer.

Based on available information, the proposed work will not destroy or endanger any federally-listed, threatened, or endangered species or their critical habitats, as identified under the Endangered Species Act. Therefore, we have reached a no-effect determination and initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Other federal, state, and/or local approvals required for the proposed work are as follows:

Water quality certification from the state of Mississippi Department of Environmental Management (MDEQ) in accordance with Section 401(a)(1) of the CWA.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before November 19, 2005 will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attention: Kathleen Kuná, at the above address, telephone (615) 369-7506, or at kathleen.j.kuna@usace.army.mil

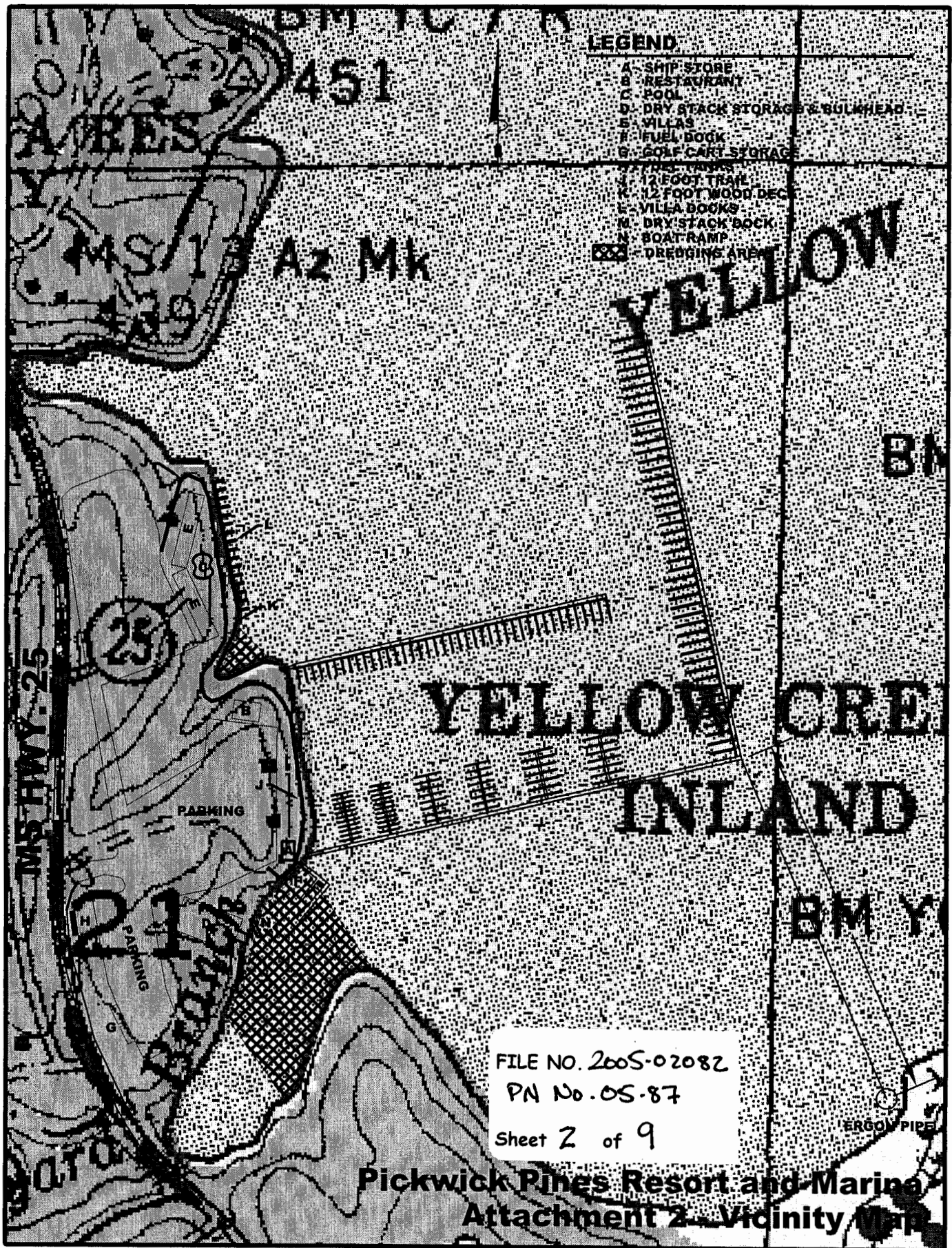
It is not necessary to comment separately to TVA or MDEQ since copies of all comments will be sent to them and will become part of their record on the proposal. However, comments may also be sent directly to either agency at the following addresses:

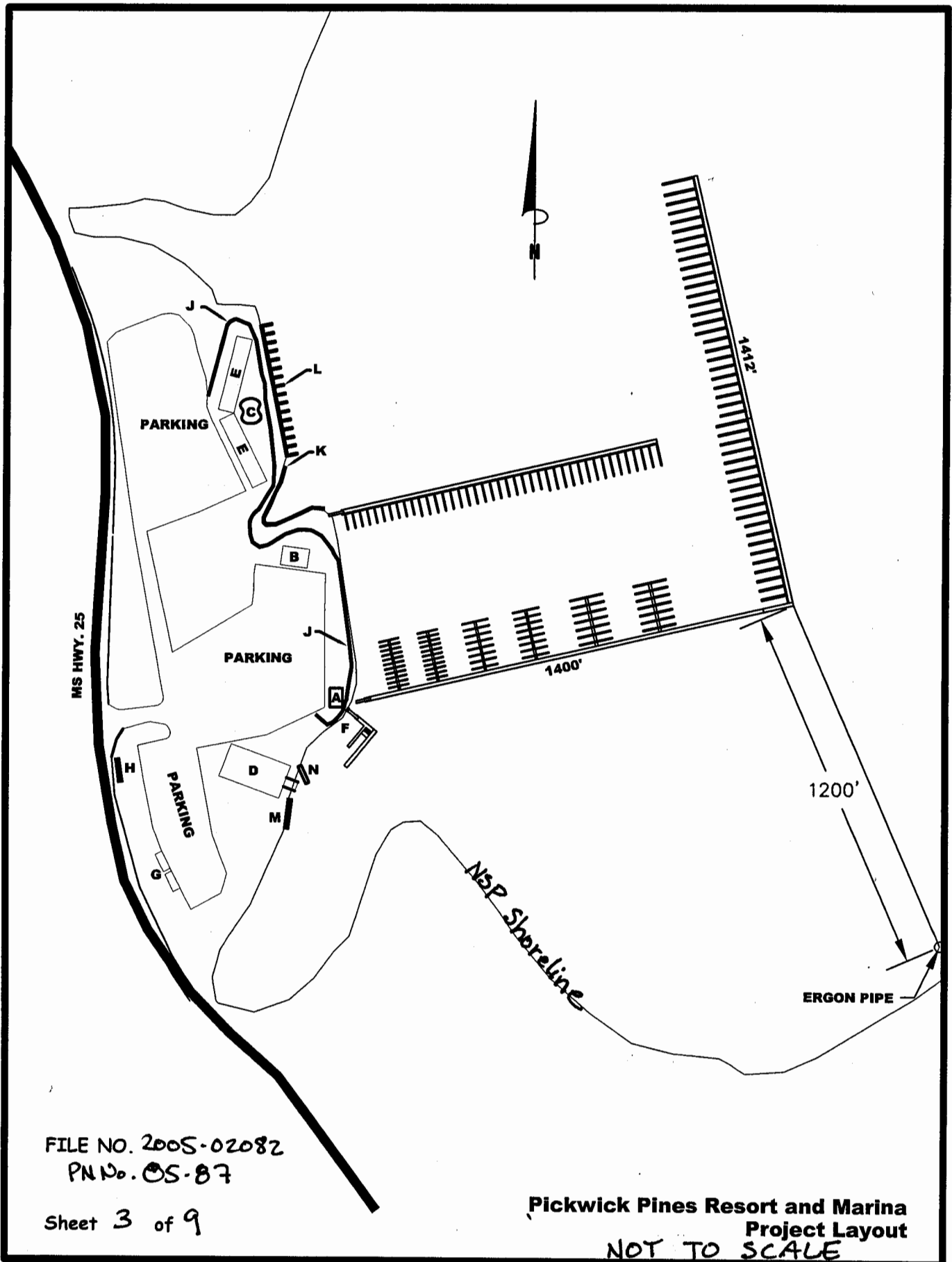
Mr. Stephen Williams
Pickwick Wheeler Watershed Team
P.O. Box 1010 (SB 1H-M)
Muscle Shoals, AL 35662

Mr. Robert Seysarth
Chief, Water Quality Certification Branch
Mississippi Department of Environmental Quality
P.O. Box 10385
Jackson, MS 39289

LEGEND

- A - SHIP STORE
- B - RESTAURANT
- C - POOL
- D - DRY STACK STORAGE & BULKHEAD
- E - VILLAS
- F - FUEL DOCK
- G - GOLF CART STORAGE
- H - FUEL TANKS
- I - 12 FOOT TRAIL
- J - 12 FOOT WOOD DECK
- K - VILLA DOCKS
- L - DRY STACK DOCK
- M - BOAT RAMP
- N - DREDGING AREA

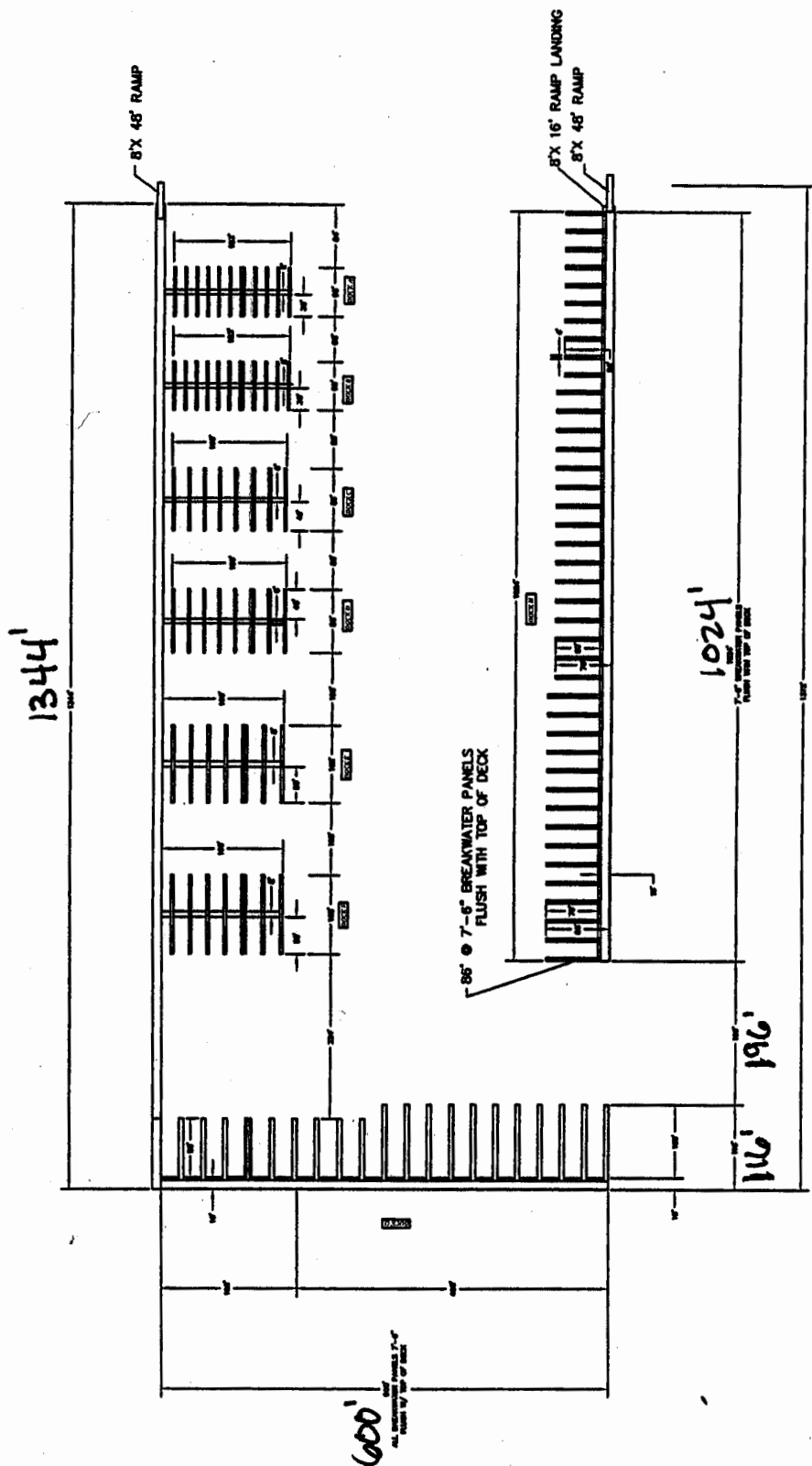




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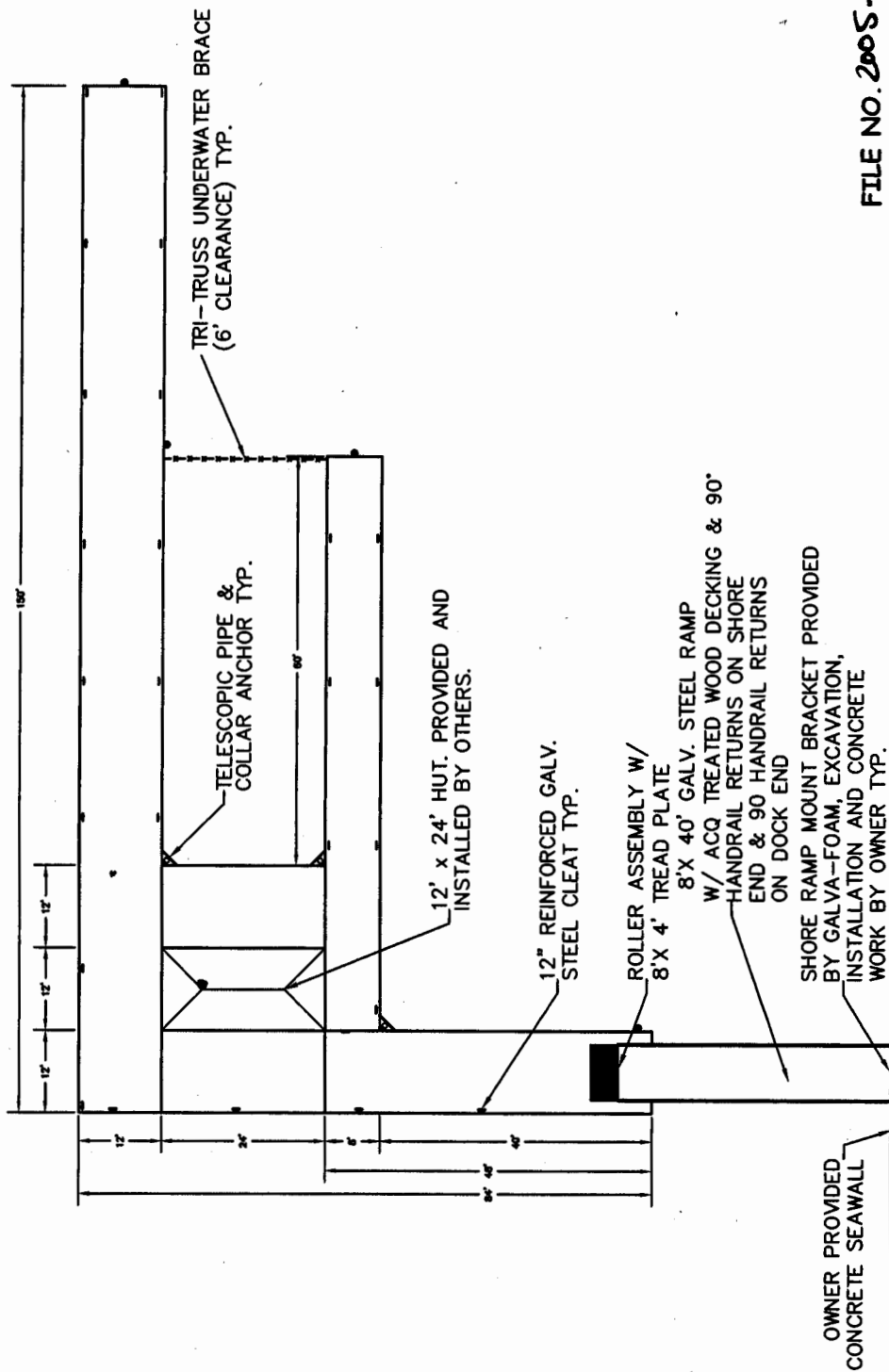
Pickwick Pines Resort and Marina
Project Layout
NOT TO SCALE



GENERAL NOTES:

1. GOLF CART TRAFFIC ON RAMPS AND 12 FT. AND 16 FT WALKWAYS ONLY.
 2. FULL PERIMETER VINYL PADDING, BUT STYLE CHANGES.
 3. ALL GALVA-FOAM GRAY DRYCAST CONCRETE DECK ON DOCKS.
 4. ACQ WOOD DECK ON RAMPS.
 5. SINGLE 2"X 6" ACQ WOOD RUBRAIL.
 6. RHINO FLotation UNITS.
 7. TELESCOPIC PIPE & COLLAR ON ALL DOCKS EXCEPT GAS DOCK AND BREAKWATER DOCKS.
 8. DOCK "G" TO BE PUNCHED FOR FUTURE SUPERSTRUCTURE.
- UNDERWATER BRACE CLEARANCE:**
- 7 ON DOCKS WITH 66', 70' OR 80' SLIPS
 - 6 ON DOCKS WITH 50' SLIPS
 - 5 ON DOCKS WITH LESS THAN 50' SLIPS

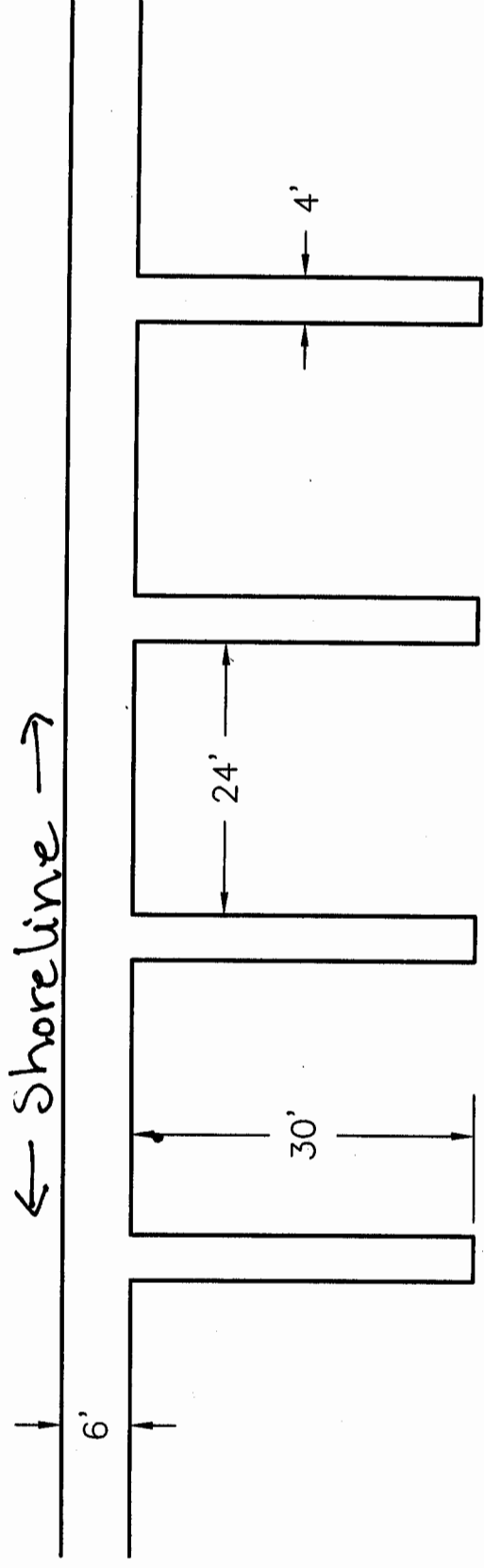
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Pickwick Pines Resort and Marina Fuel Dock

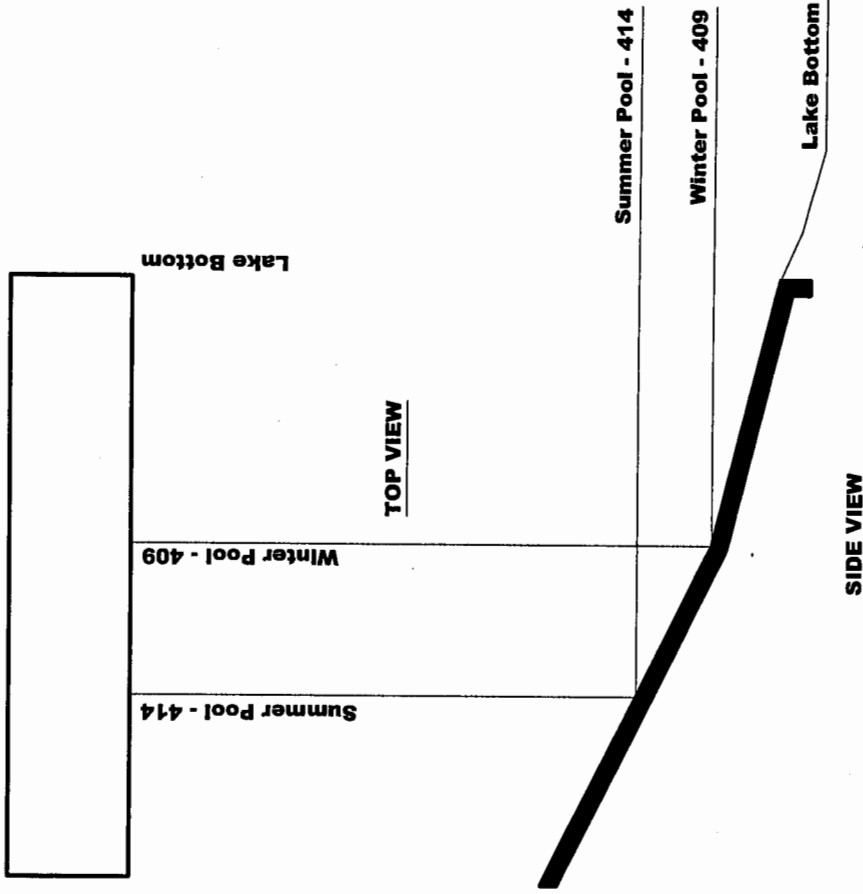
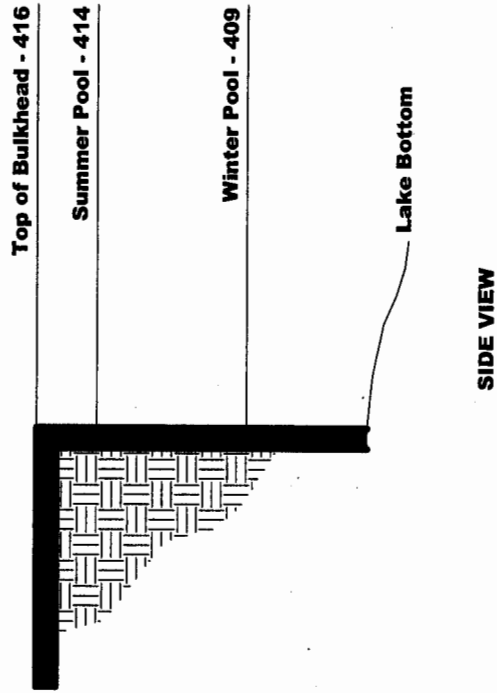
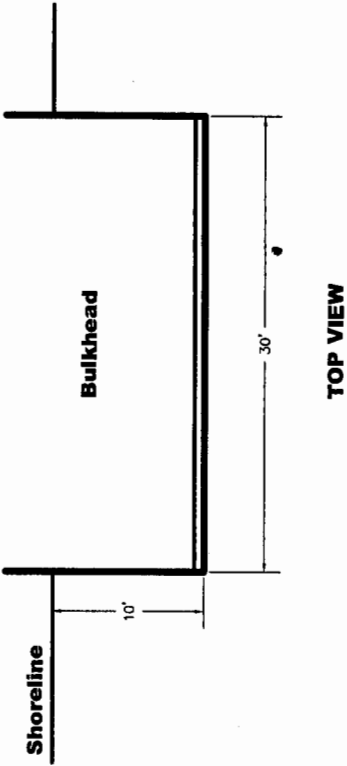


Villa Dock Detail

Total Length: 425'
Total Width: 30'
Total Sups: 15

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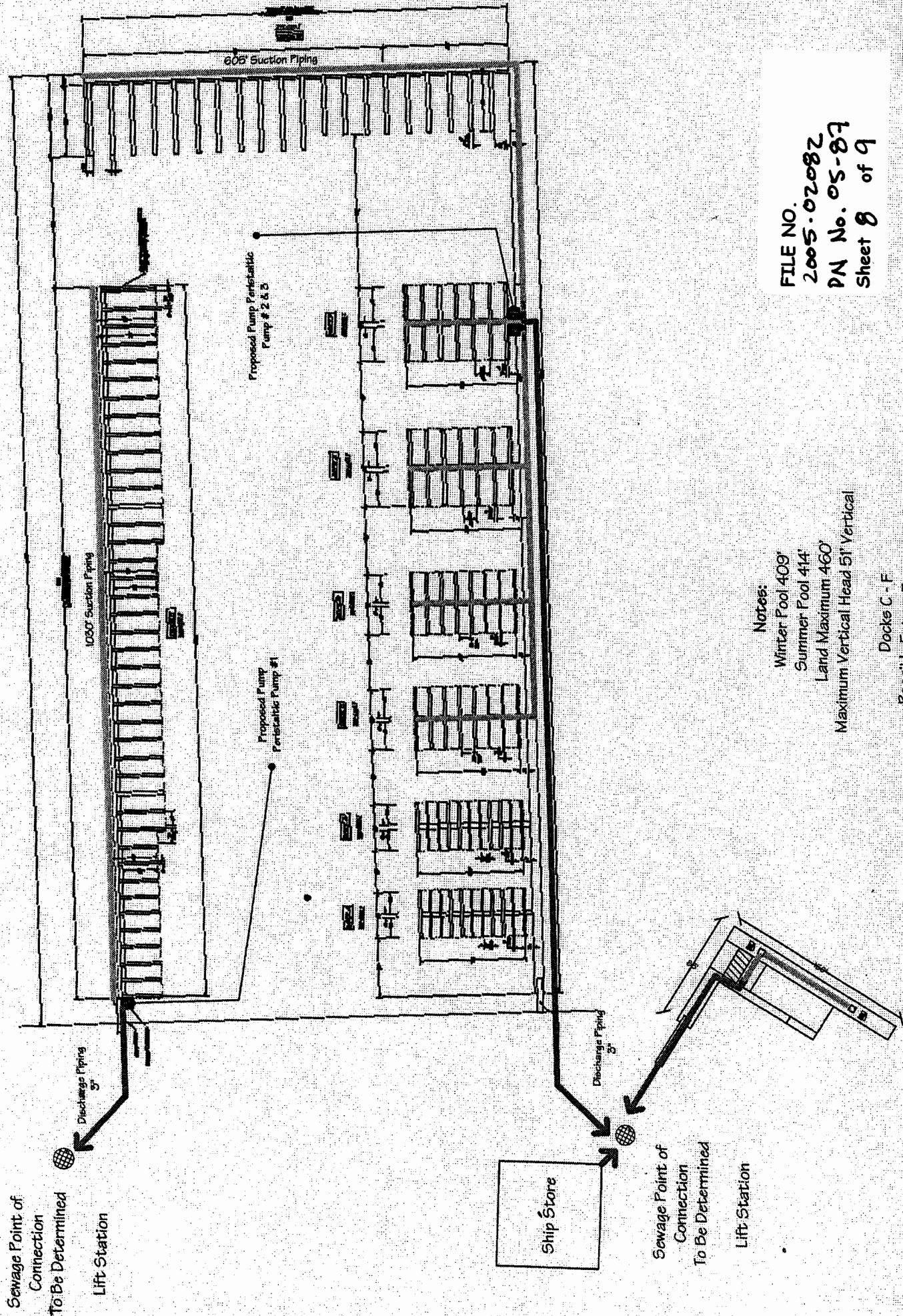
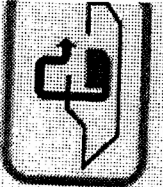
Pickwick Pines Resort and Marina
Villa Dock



BOAT RAMP

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BULKHEAD



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Notes:

- Winter Pool 409'
- Summer Pool 414'
- Land Maximum 460'
- Maximum Vertical Head 51' Vertical

Docks C - F
Possible Future Expansion

All Discharge Piping to be 3" Diameter
All Suction Piping to be 2" Diameter

Sewage Point of
Connection
To Be Determined
Lift Station

Sewage Point of
Connection
To Be Determined
Lift Station

Ship Store

PICKWICK PINES RESORT AND MARINA

DREDGE SPOIL AREA

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